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**CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT**

COUNTRY Pakistan  
SUBJECT Port Information on Chalna

PLACE ACQUIRED  
(BY SOURCE)

DATE ACQUIRED  
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DATE (OF INFO.)

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SOURCE

Merchant officer of a US shipping company.

[The Office of Naval Intelligence furnished the following information to CIA for IAC dissemination in accordance with paragraph 3c of NSCID #7. This information was obtained by DIO-3ND and was forwarded as ONI report 4-547]

The following describes the arrival of a 3000 ton cargo vessel in the Port of Chalna:

1. From a position in Lat. 20° 59' N, Long 89° 21' E the vessel steered 028°T arriving at a position bearing 177°T at 8.2 miles from Pussur Sea Buoy, thence steered 355°T until arriving at a position 1 mile off, bearing 255° T from the sea buoy. Here the vessel drifted to a position 4.15 miles bearing 245°T from the sea buoy awaiting the pilot. The vessel then turned around and proceeded to the anchorage position mentioned before (Triangulation Station bearing 001 3/4°T at 13.49 miles). There are no outstanding landmarks to make landfall on. The coast is low with no hills. The land is covered with scrub and jungle. At the anchorage we were unable to see the Triangulation Station on Jefford Point. The only thing to make landfall on is the sea buoy. The radar picked it up at approximately seven miles. Land does not appear until about 10 miles on the radar and by that time you are practically on top of the buoy. In this particular case, we followed the Swatch of No Ground noting the time of crossing on and off soundings until we picked up the sea buoy.
2. At anchorage the vessel first headed 115°T on the final stages of flood tide. The vessel then swung right all around to 015°T on the ebb tide. Although no accurate measurements of the current were taken, it is estimated to be between 2 to 4 knots. About six hours later, the vessel again headed 115°T. All the time at anchorage the wind was North about 15 knots.

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3. The vessel then proceeded to the mouth of the Pussur River. It was noted that shoaling began at #2 buoy and was greatest at #3 buoy. There is  $17\frac{1}{2}$  ft. at a point  $\frac{1}{2}$  mile east of buoy #3. That depth is at MLWS. Shoaling was again observed midway between buoy #3 and buoy #4. After you pass #4 buoy the water deepens and there is enough water for the rest of the trip up the river. The average depth is 23 ft. at MLWS. The channel in the river is marked with buoys, but most of them are unpainted and unnumbered. The majority of buoys are barrel type similar to buoys used on submarine nets. There are a few British buoys with British system of markings, but all are in poor condition.
4. The vessel anchored in Chalna crossing with mooring buoy #1 bearing  $325^{\circ}$ T at  $499\frac{1}{2}$  yards in 25 feet of water. The bottom here is soft mud. The holding ground is generally good. However, in an exceptionally strong ebb tide the vessel dragged anchor and went aground on a bar directly astern. There is no room to drag. The vessel came off under her own power at low water.
5. Note on pilotage: Vessels should time their arrival at least two hours before daylight high water. High water occurs  $\frac{1}{2}$  hour at the bar after high water at Jefford Point.

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